

MORG LOG



NOVEMBER 2021

The only car club in the area devoted to a car currently built by Britons, for a manufacturer owned and managed partially by Britons.....THE British car club!

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The lion and the lamb shall lie down together, but the lamb won't get much sleep.



To steal ideas from
one person is
plagiarism, to steal
from many is
research.

When you
starve with a
tiger, the
tiger starves
last.

Happy
Thanksgiving!!



RUNNING On.....

back to the Back Country BBQ for another dinner get together this Thursday

I think our last 4 dinners were satisfactory and I hope we can still try keeping the club in touch in this way along with the newsletter. I realize the Covid Delta virus has grown fast over the last weeks, but last month we felt comfortable meeting again. Wearing masks and being careful is all those of us who are vaccinated can do. Bill and I are planning to have dinner at the Back Country BBQ Thursday, the 4th, and if you feel comfortable please join us, masks in place. See you at 6:30 or 7pm.

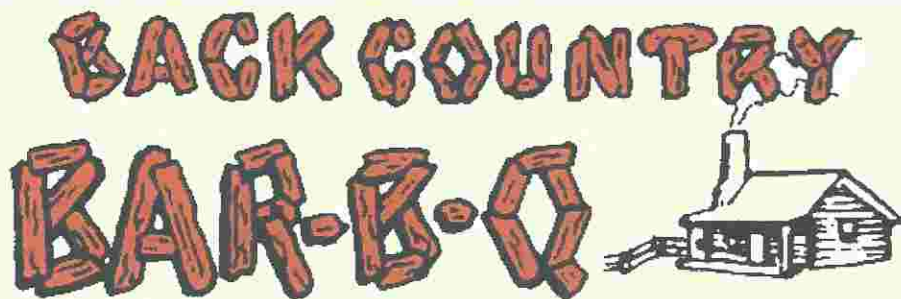
I know this is repetitive, but there is not much to say. See Craig's article about TXABC.

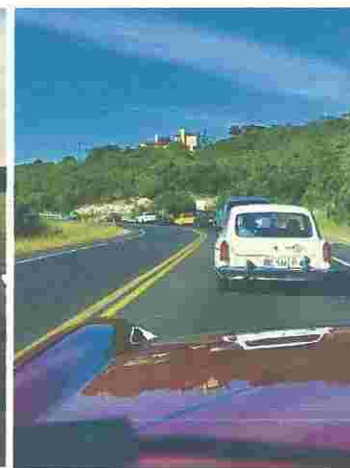
See you Thursday, November 4th at Back Country BBQ.

Check the website, www.texmog.com



MORGANS...ROAD CANDY!





Road Trip to the Texas All British Cars Days

Destination: Round Rock, TX – Sept 24-26, 2021, by Craig Ligon

I've never been to All British Car Day show in Round Rock, Texas before, so I figured this would be the perfect opportunity to stretch the Morgan 3 Wheeler a bit and determine if my butt could endure several hours of seat time in this little car. I am 6'4", the 3 Wheeler is small, so this trip decides if I am just moderately insane, or completely stupid as well.

I briefly considered taking I-35 straight down, but since I still haven't completed my will, and most semi-trucks might not even notice the brief shudder as the 3 Wheeler met any one or several of those eighteen wheels, I decided to take the back roads west of I-35. This would take me down Highway 67 and through Glen Rose, then down 281 and 183 through Hamilton and Lampasas. I took Friday off at work to simply enjoy my trip down and give me ample time for any contingencies. This is a British car after all, and anything can happen.

I left around 9:00 a.m. Because I live in Grapevine, I still had to make it through the metroplex; my good friend Google suggested I use 157 down through Arlington. City driving always sucks, but it provides entertainment as people point, roll down their windows and take photos. One gentleman even yelled, "Is that a Morgan 3 Wheeler?" I confirmed and complimented him on his correct identification. "I saw those on Top Gear years ago but never thought I would actually see one!" He proceeded to take photos until I made my next turn.



Once out past Mansfield, I began to hit more open country, fields, ranches and the view became much more picturesque and enjoyable. This was the reason I bought an open top British car. I decided to stop in Glen Rose, get some gas (or petrol if you prefer). Lots more questions at the gas station. I then took the little winding road up to Dinosaur Valley State Park. I wasn't the only one checking out the Dino tracks. Two classes of second graders were clearly enjoying a field trip. As the kids finished up and returned to the parking lot, I could hear their comments and squeals as they spotted the Morgan. However, this automotive banter was short lived. The natural order of predator and prey was turned on its head as a park ranger in a velociraptor costume made his appearance and the 7- & 8-year-olds made a bee-line to attack the costumed ranger. His fellow park rangers and "dinosaur handlers" tried to tell the kids to that they needed to give the raptor some space, but they were no match for a pack of marauding second graders.

A vinyl dinosaur costume with a top heavy armature is definitely hotter and more uncomfortable than a tiny 3 wheeler, and I'd rather be hit by a swarm of gnats while wearing a full helmet than attacked by 40 seven-year-olds. It was time to get back on the road.

My next stop was Hico, TX. I've never been to Hico, but with its quaint historical downtown, their Billy the Kid Museum, and Victorian house chocolate shop, this is someplace I would like to return with my wife. It was time for lunch. There was a Mexican food restaurant with a parking space right on the corner, and I decided every day is Taco Tuesday. I was asked to seat myself, so I chose a table overlooking my car and ate my enjoyable lunch of homemade salsa and brisket tacos. I had just finished up my meal when one of the bikers at a table near me turned to me and said, "There isn't a person who's walked by your car who hasn't stopped to take pictures." This was followed up with a common question, "Is that a kit car?" The bikers were surprised to know that it was actually a Morgan, with which they were familiar. They were not, however, aware that Morgan had reintroduced the 3 Wheeler in 2011. By now, much of that section of the restaurant were either directly involved in a Q&A session, reminiscing about old cars or motorcycles they had owned, or were listening to the conversation. Several tables then migrated outside where questions and pictures continued. Observed truisms: People are friendlier in Texas, any small town Tex-Mex place had better have good food or quickly go out of business, and Morgans always bring a smile to people's faces.

My final leg led me through Hamilton and Lampasas. I enjoyed the open air and lack of stop lights, and even my backside had held up remarkably well. It wasn't until I got closer to the Austin metroplex that traffic really began to pick up, the pace began to slow, and the early afternoon heat became more noticeable. What used to be open country just a few years ago, now has housing complexes at every turn and over every hill. The quaint little suburban towns around Austin are quickly getting sucked up into a morass of buildings and suburbia. I spent my final hour of driving just making it the final few miles to the hotel, arriving a bit after 3:00 p.m.

Upon pulling into the parking lot, I was greeted by automotive cues that I was in the right place. Minis, Rolls Royce, Jaguar, Triumphs, and another Morgan were welcomed sights as I secured a parking spot and unloaded my tiny car. I checked in and the headed for the TXABCD Registration Room. I picked up my materials, t-shirt, etc. I checked the board for door prizes, although the only thing I won was the surprise and admiration for having driven all the way down from DFW in a tiny 3 Wheeler. That evening was happy hour at the Brass Tap in Round Rock, lots more British cars and fellow car enthusiasts. A drink or two, lots of greetings and conversation, and I was finally able meet one of the other Morgan 3 Wheeler owners, Andrew Johnson, who lives close by in Austin and has stunning car number 21 of the 33 P101 final edition M3Ws. Then it was off to bed to get some sleep and give my butt a break until the next day.



For the afternoon, the TXABCD group had planned a road rally and visual scavenger hunt. The course was about 80 miles through the country, with a couple of check-in points to get a water and ensure that they had some idea if they lost a driver. Those, like me, with no co-pilot were welcome to simply drive the course, but they didn't advise trying to drive and read at the same time. The ensuing scenes straight from "It's a Mad Mad World". The route really couldn't be plugged into Google because of the extensive written directions, so it was up to your instruction interpretation skills to ensure you were on the right path. It was very common to see rally cars pass you going in the opposite direction, or turning in directions you *knew* were wrong, or sometimes simply finding yourself all alone wondering if there were another motorist for miles. Many times, a fellow rally car would pass you with wild gesticulating hand signals and shouts in an attempt to indicate they knew something, but often none of it could be understood. My original plan to simply enjoy the drive and follow a team that looked like they knew what they were doing, quickly fell apart as one team after the other would take a wrong turn.



This was further complicated by other obstacles, everything from a rally car or driver (I'm really not sure which one) who was incapable of driving over 25mph, to a local traffic jam caused by a convoy of cotton harvesting machines which couldn't do more than 15mph but who were obviously intent in going in our same direction for several miles.

However, the rally was highly enjoyable. The estimated two-hour trip took three and a half, but the antics were humorous and kept me smiling and we had great roads and views. One of the checkpoints was at the Salisbury Ranch, where the Salisbury family had opened up their barn, to see several great cars and trucks in various states of restoration. However, it was their 1930 MG race car that had competed at Brooklands that won me over. At the end of it all was a nice barbeque dinner at the ranch of a British car club member. Driving up to the ranch took you through cattle guards and fields with cattle, llamas, alpacas, and donkeys. The donkeys didn't seem to mind the moving cars, and when I stopped to get a few photos, they came over to see what I may have to eat in that funny 3 wheeled car.



Photo-Daniel Julien

The public car show was Sunday, near downtown Round Rock. They had nearly 200 British cars and nearly 1500 voting public attendees and participants. They had a long list of British car categories and cars both old and new, large and small (a modern Rolls Royce is immense in person). It was great to see all the cars, but terribly difficult to choose my favorites. We spent the day looking at cars and talking to their owners. We did well during the award ceremony. Dan Thornton took first place in the Morgan class. He must have a troop of gnomes who do nothing but clean his spotless Morgan Plus 8. Rounding out the Morgan class was my 3 Wheeler in Second Place, and Andrew Johnson took Third Place with his P101 Morgan 3 Wheeler. I was also honored to receive the "Brilliantly Wicked British Car Display". The judges liked all my aeronautical themed accessories for the car, but I was simply being practical since I had checked out of the hotel and had to leave my bags strapped to the Morgan.

The ride home that night was a bit more rushed, but the little Morgan performed admirably, and I had no issues on the way home. A most pleasurable weekend, and a great initial road trip to test the Morgan. Enjoy your Morgans!



Photo-David Kitto



Photo-Craig Ligon



Photo-Craig Ligon



Photo-David Kitto

BUYING SECONDHAND

Morgans

IN 1975 the Morgan Motor Company are a remarkable survival, on the surface at any rate. They were founded by the present managing director's father before the First World War, making their name with those famous three-wheelers which unlike all modern tricycle cars had the engine in the right place, between the two front wheels, so that the centre of gravity was more favourably placed (though you could still turn one over).

They continued, after the last war, with a four-wheeled, classic style of sports-car, mostly two-

seater, which up to the end of the 1950s at least was more or less in the style of the times, although it was beginning to look old-fashioned compared even with the offerings of such a conservative firm as MG. The remarkable thing is that the Morgan has stayed basically the same through the 1960s and as far as we've got into the 1970s. It shows no sign of changing.

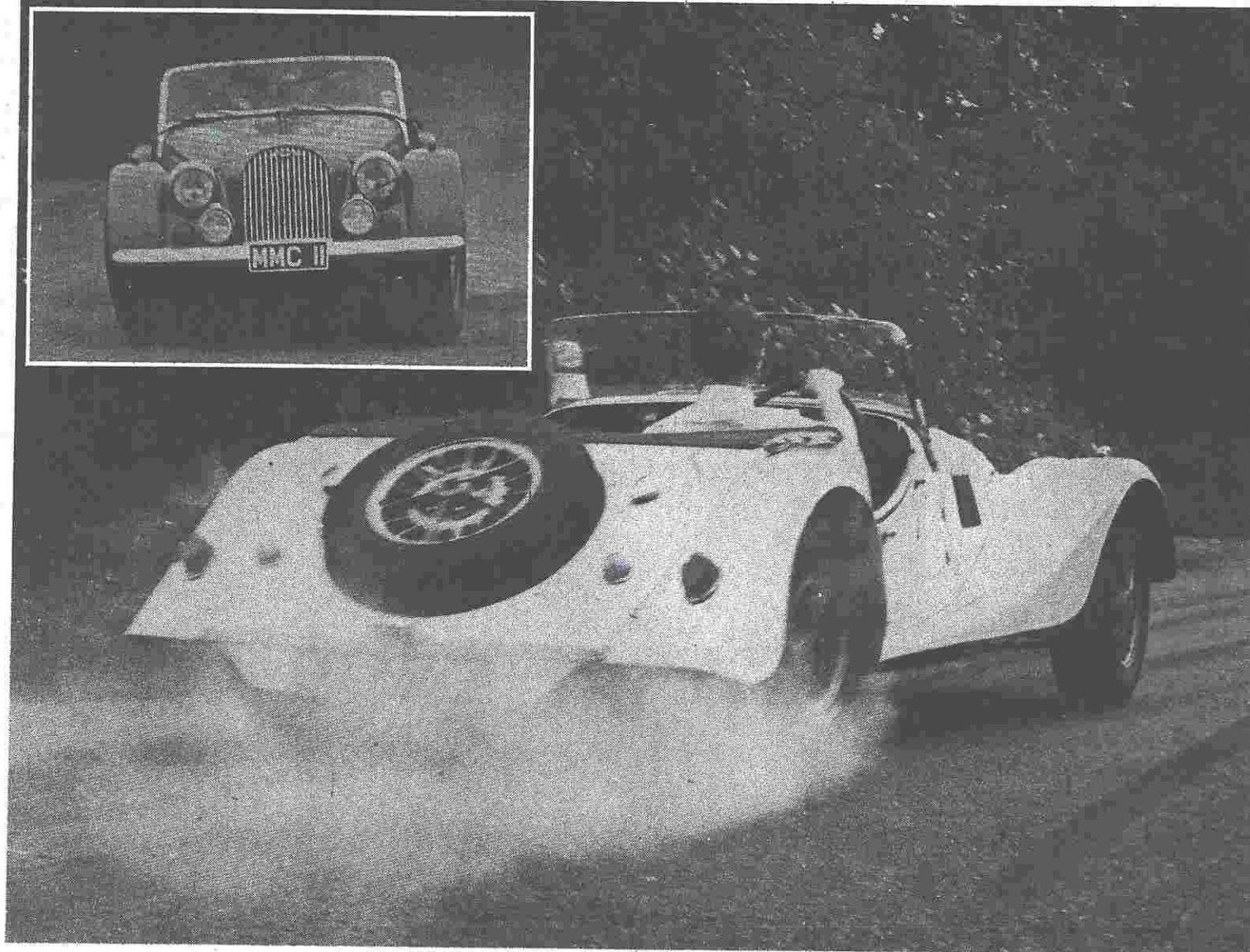
And why should the Morgan change? The one time they did essay a modern, all-enveloping bodywork, it was not well received. One theory to explain that is the

likelihood that whilst one might accept a very hard ride and a twisting chassis in a traditional sports car, such defects were not so charming or in place in a vehicle which at any rate looked as if it wanted to be compared with modern contemporaries.

Those of us on *Autocar's* staff who are Morgan lovers admit with great readiness that, without wishing to seem presumptuous, we are sure that the car could easily be improved with a better chassis, and proper, modern all-independent suspension and steering — without altering the car's bodywork nota-

bly. Because that body, with cutaway doors, raked slab bonnet, exposed spare wheel, swept wings and louvred, centre-hinged bonnet is certainly a main reason for the Morgan's continued success, both here and abroad. We like it that way, and so obviously do a lot of other people.

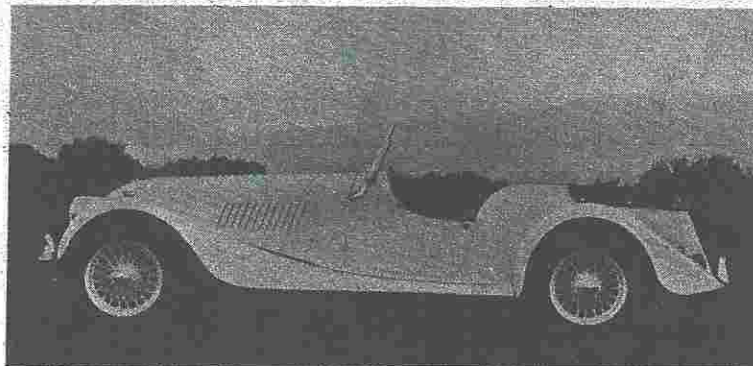
What is it like to drive a Morgan? It is a sad fact that only one pre-member of *Autocar's* staff driven a Ford-engined 4/4 1600, as it were, on Road Test; last time we had one in current form it was not run-in, and with us for photographic purposes.



*Tyre wear can be high if one yields too often to the temptations of V8 power
The joy of motoring, albeit on a closed airfield track and with a Plus 8 to play with (inset)*

only. Our experience is based almost wholly therefore on the marvellous Plus 8 — marvellous, with reservations. It might not help anyone who, like most of us, might only afford the smaller Morgan, to say that one opinion shared by all of us is that the Plus 8 is made by its superb, light-alloy 3½-litre V8 Rover engine. To be fair, that engine's most pleasing qualities would be made insignificant if the car weighed much more than it does. But since it scales only 17.7 wt against an MGB V8's 21½ cwt, the Plus 8's performance is sheer delight, not only in standing start acceleration but, thanks to its smoothness and spread of power, in top gear urge. If one feels lazy, the gearbox on a Plus 8 becomes virtually a range selector; during a Road Test, with the aid of only a little clutch-slipping, (up to just over 300 rpm, 6 mph), we recorded quite respectable 22.9sec for the standing quarter-mile in top gear the way.

To climb in and sit behind the steering wheel is to return to at least 25 years ago. The wheel is large, by the standards of today, looking what seems at first a



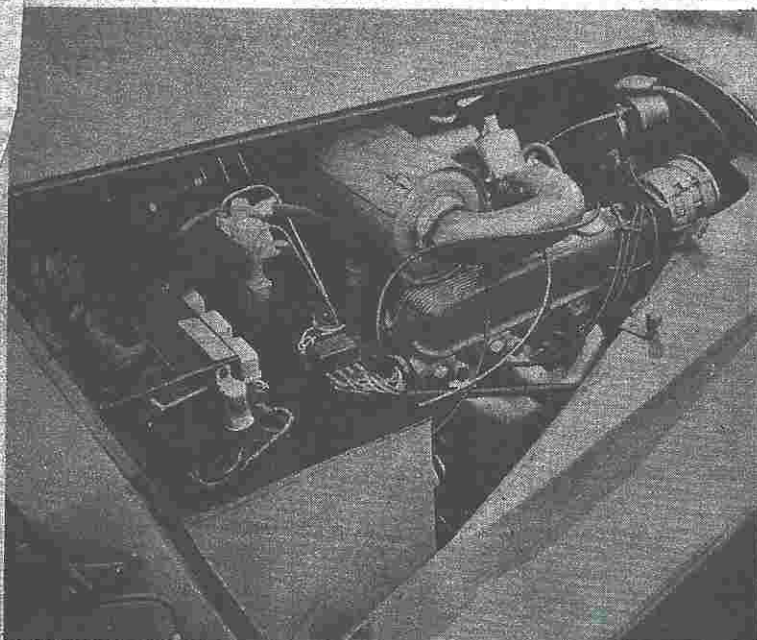
Left: Family four-seater under its hills, the Malverns



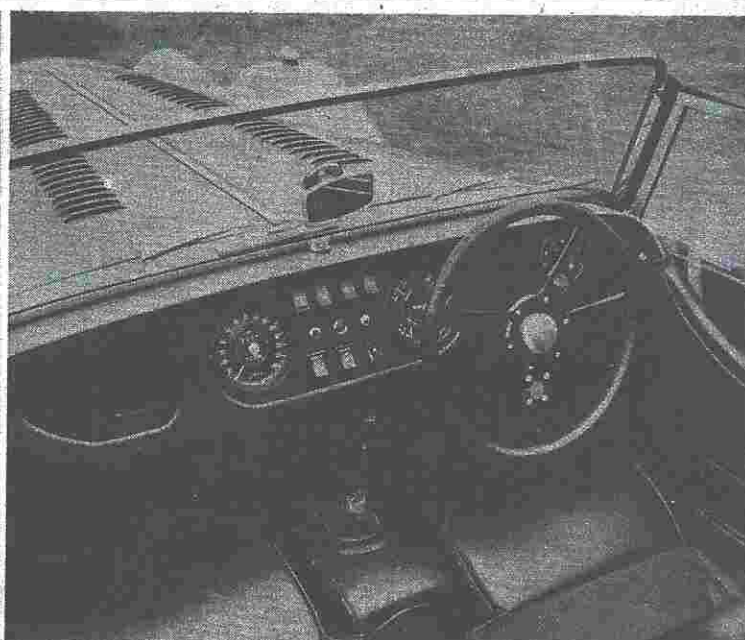
Below left: Four-seater 4/4, an attempt to keep the family man happily Morgan's a little longer

slightly cramped cockpit if you are not at all large. As you adapt, the feeling of confinement disappears. Drivers with small feet find the pedals a bit high, though partly thanks to the traditional Morgan roller throttle pedal, heel and toe changes are simplicity. Throttle control is smooth, or should be.

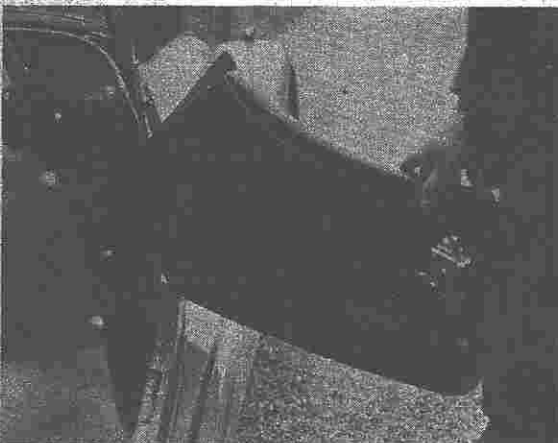
The ride is almost incredible. If you are used to nearly any other 1970s car. Every bump is felt, more or less, and on an uneven corner the car will skitter outwards a little upset. Its roadholding nevertheless is quite good, though not exceptional. Behaviour is better than you might expect, remembering the ride. It is above all fun, which is the principle purpose of a sports car, which any Morgan most undoubtedly is.



The best feature of the Plus 8 is the engine, if not its accessibility



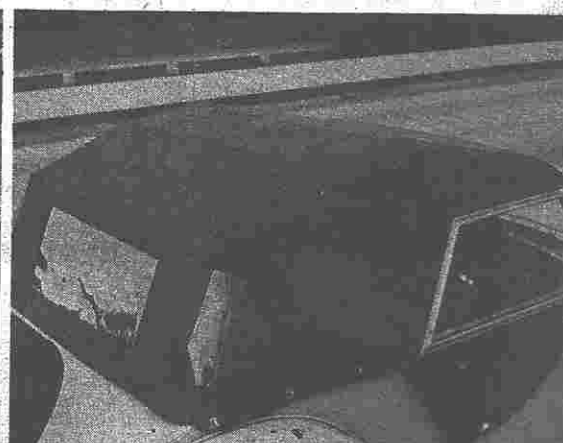
Traditional dashboard on the Plus 8: only up-to-date features are the rocker switches



Morgan retain ash framing for the body and door frames



Cast alloy wheels are a recognition feature of the Morgan Plus 8; the extra 2in. of wheelbase is not so obvious



Hood-up vision is restricted; no Morgan should be driven in this condition

What to look for

For the information in this section, we are indebted to Peter May, sales manager of Mike Duncan Ltd., who are Morgan dealers for the Midlands, based at Windmill Hill, Colley Gate, Halesowen.

On the older cars, especially the TR-engined ones, it does not surprise us to learn that you should check for cracked chassis, notably close by the engine mounts. Morgan's ever-faithful and to many eyes dubious looking Z-section frame members cannot be expected to resist the fatigue effects of a lifetime of flexing for ever. This defect is less likely to be found at present in later models.

The car uses a traditional light wood frame for its scanty bodywork. Naturally enough then, again on the notably older models, there is a chance of wet rot, most commonly found in the door pillars.

The car has always used one of the earliest forms of independent front suspension, which has the virtues of potentially very low unsprung weight, strength and simplicity, and the vices of making no compensation for body roll as a wishbone arrangement can be made to; plus almost certainly marked wear. (Lancia used the same sliding pillar set-up for years too, though not lately.) The Morgan ifs does have a definitely limited wear life — about 20,000 miles we gather — after which the sliding axle and bronze bushes must be renewed. It is obviously simple to check this; start by trying to shake a front wheel sideways, making sure how much of any movement at the rim is due to wheel bearing slop by repeating the procedure with a friend applying the brakes hard.

Steering is by worm and nut, and whilst not as absolutely precise as a good rack and pinion, should not betray excessive slop. If it does, check how much of this is due to suspension play, since it does not wear badly.

The usual inspection for corrosion is needed of course, though thanks partly to its construction, the Morgan is not rust-prone; if there are damaged panels, replacement is said to be easy. Steel body panels are standard, but at various times some panels such as the rear and the bonnet ones have been optionally made in light alloy.

Inspect the gearbox thoroughly, particularly if the car you are thinking of uses the Moss box, for which spares are now very difficult. It is a very robust unit strong enough to cope comfortably with the power and torque of earlier Plus 8s; but, with abuse, first gear gets bashed and suffers accordingly. The Rover box used on later Plus 8s has a very good record of reliability in this application.

On the engine side, the first signs of crankshaft bothers on TR versions is a leak from the back main bearing; as a rough check, make



Morgan enthusiasm seen at a rally aerodynamic car was not a success

sure that when warm the pressure is at least 50 psi. If trouble is the most usual with generally reliable Ford V8s revealing itself once the engine warms with what Mr. Morgan delightfully calls "heavy braking" — blow by forced oil vapour from the rocker cover. The Ford engine not surprisingly has an excellently unclouded reputation on the whole, except for a time around 1971-72 which suffered from noisy cam followers. If gaskets have been troublesome on some instances. Don't be alarmed by apparently low oil pressure. Plus 8s; 30 psi is quite acceptable.

Performance data

Road Test in Autocar of
Morgan Plus 8
12 September 1968

Mean maximum speed (mph)	124
Acceleration (sec)	
0-30 mph	2.3
0-40	3.5
0-50	5.2
0-60	6.7
0-70	8.6
0-80	11.8
0-90	14.5
0-100	18.4
0-110	25.7
0-120	42.9

Standing 1/4-mile (sec)	15.1
Top gear (sec)	
10-30 mph	5.8
20-40	5.0
30-50	4.8
40-60	4.6
50-70	4.5
60-80	5.2
70-90	6.0
80-100	7.4
90-110	10.9
100-120	13.8

Overall fuel consumption (mpg)	18.3
Typical fuel consumption (mpg)	21

Dimensions	
Length	12ft 8in
Width	4ft 9in
Height	4ft 2in
Weight	17.7cwt

Approximate selling prices

Price range	4/4 1600	Plus 8
£700-£850	1968	—
£850-£1,050	1969	—
£1,050-£1,250	1970	1969
£1,250-£1,350	1971	—
£1,350-£1,550	1972	1970
£1,550-£1,750	1973	1971
£1,750-£2,100	1973	1972
£2,100-£2,400	1974	1973
£2,400-£2,900	—	1974

Spare prices

Component or sub-assembly	4/4 1600 (Ford)	Plus 8 (Rover V8)	
		Moss box	Rover box
Engine (short)	£111.50		
Gearbox assy.	£80.61	£189.00ex.	£191.00
Clutch assy.	£17.28	£21.66	£28.34
Rear axle less hubs, brakes	£113.40ex.		£189.00
Brake pads	£5.15		£8.05
Brake shoes	£5.68		£5.68
Radiator assy.	£42.20		£86.83
Alternator	£22.86ex.		£26.86ex.
Starter motor	£10.32ex.		£31.74ex.
Bumper (front & rear)	£19.44		£19.44
Windscreen, laminated	£43.20		£43.20
Exhaust system, complete	£49.00	£46.63	£50.61

Milestones and Chassis identification

January 1968:

4/4 1600 introduced, with 1,599 c.c. 81x77.7mm Ford cross-flow engine fitted in place of Series IV (1,340 c.c., 1961-1965) and Series V (1,498 c.c., 1965-1967)

October 1968:

Plus 8 starts, with 2in. longer wheelbase to fit Rover 3,528 c.c. 88.9x71.12mm V8 engine, bucket seats, cast light alloy wheels

November 1968:

Competition 4-seater starts

January 1969:

Plus 4 Triumph-engined 2,138 c.c. models dropped (produced first in 1962) — last chassis no.

October 1969:

4/4 1600 given dash similar to Plus 8, rev counter to right of steering wheel, other instruments and new rocker switches in oval panel mid-dash

November 1970:

4/4 1600 fitted with collapsible steering column, standard engine and Competition designation dropped

December 1970:

4/4 1600 Tourer model dropped — last chassis no.

February 1971:

4/4 1600 fitted with Ford 2265E with prefix A; mechanically worked clutch

October 1971:

All models given dual line brakes, more dash padding, protruding instead of flush back lamps

May 1972:

Plus 8 fitted with Rover 3500S gearbox in place of now defunct Moss one

May 1973:

Improved fresh-air heater fitted all models

October 1973:

Plus 8 gearing raised, track widened

	Series	Chassis
(Tourer)	1600B	1600
(Competition)	1600GT	1605
	R	7001
	1600B	1740
	—	6853
(Tourer)	1600B	2014
(comp. 2-str.)	1600GT	2017
(comp. 4-str.)	1600B	2031
(2-str.)	1600GT	2276
(4-str.)	1600B	2281
	1600B	2321
	1600GT	2381
(4/4 2-str.)	B	2559
(4/4 4-str.)	B	2565
(Plus 8)	R	7426
	R	7482
(4/4)	B	3060
(Plus 8)	R	7802
	R	7660

Morgan Motors OF NEW ENGLAND



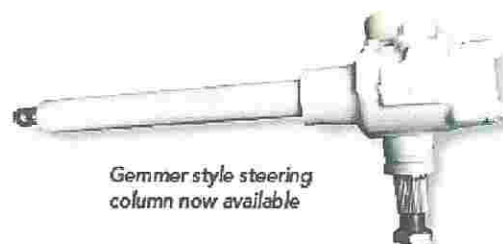
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TECH TIPS... from Lloyd Powell - "Repairing Lucas Light Switches"

Many of us owners/drivers of LBCs have had a problem or two with the Lucas light switch found on most any dash that malfunctions. I took mine apart to see why I only had working headlights and no markers or parking lights. The turn signals as well as the hazard lights worked perfectly, so I knew that I had proper power. After I cleaned the brass contacts on the switch as well as the slider, I still didn't have the markers working. It was dark when I brought the dismantled switch into the house. During this short trip, I lost the small spring and couldn't find it. What to do?! My son suggested that maybe a spring from a retractable ball point pen would work. Great suggestion!! The spring was the perfect diameter and after cutting of several turns for length, I put it into the switch. The switch was once again operable in all positions. I attributed my problem to a rusty spring that had lost its tensile. Simple repair without any cost!! -end-

Morgan Oasis Garage
Hoodsport, Washington
98548 360-877-5160

Removing a Moss gearbox from a Plus 4 Morgan (the easy way).

Friends

Recently a Moss-box from a '66 Plus 4, 4 seater in my shop needed to come out to go to a rebuilder of gearboxes. The wrench at this shop says he does a few Jaguar boxes a year and a Morgan about once a year. I think that maybe I could stumble around and manage to put a Moss-box together. I have the good Jag gearbox manual and the Fred Sisson instructions. BUT, a Moss-box is too precious to practice on. Here is the perfect time to leave it to the professionals. It is not the time to let pride goeth, . . . as the fall will surely come.

The gearbox had to come out to go to the shop in Seattle, and that could certainly be done in my shop. I had never removed a gearbox from a Morgan while leaving the engine in the car. I believe I'd heard it could be done, and it ought to come out that way. And so it was, and did.

This is the sequence I used, and now that it's out I can see how the sequence may be altered for even a smoother extraction.

The emergency brake cable must be removed from the bell-crank on the left rear axle. Remove the left rear wheel and reach in and remove the cotter pin from the clevis pin end of the cable, remove the clevis pin and the cable is off. Now put the wheel backon, and move into the cockpit. Remove the seats, the rear and front tunnel covers, the screws that fasten the tunnels to the floorboards, and then remove the tunnels. I took off the shift lever which greatly simplifies getting the front tunnel up and out of the cockpit. A bolt running athwartships at the base of the lever is removed and the lever comes off easily. Now is a good time to drain the gearbox by removing the plug at the foreward end of the bottom of the 'box.

It may not be absolutely necessary to completely remove the propeller shaft. I did 'cuz the gearbox has to move rearward, and I wanted the room. Removing the eight bolts that fasten the propeller shaft are probably the hardest work in the whole procedure, but worth the effort I say.

Now at the forward lower left side of the gearbox is a hollow bolt that the emergency brake cable passes through. There are two other bolts on the left forward side. In order to remove these bolts the emergency brake lever and the quadrant between the lever and the bellhousing must be removed.

This is the best time to remove the two rear bolts that pass through the rear mounts. With these removed the rear of the gearbox may be jacked up till the gearbox will clear the chassis crossmember, thus allowing the 'box to move rearward and out of the muff coupling. When the 'box is high enough to clear, wood pieces are laid across the floorboards (under the bellhousing) to keep the engine and transmission at the correct height, allowing the gearbox to move rearward over the crossmember. Also these will be needed to keep the engine and bellhousing off the floor. The rear mounts are on the gearbox case, and it's outta there.

Now with the removal of the six forward bolts holding the 'box to the bellhousing the transmission will come out. I used two lengths of nylon belting

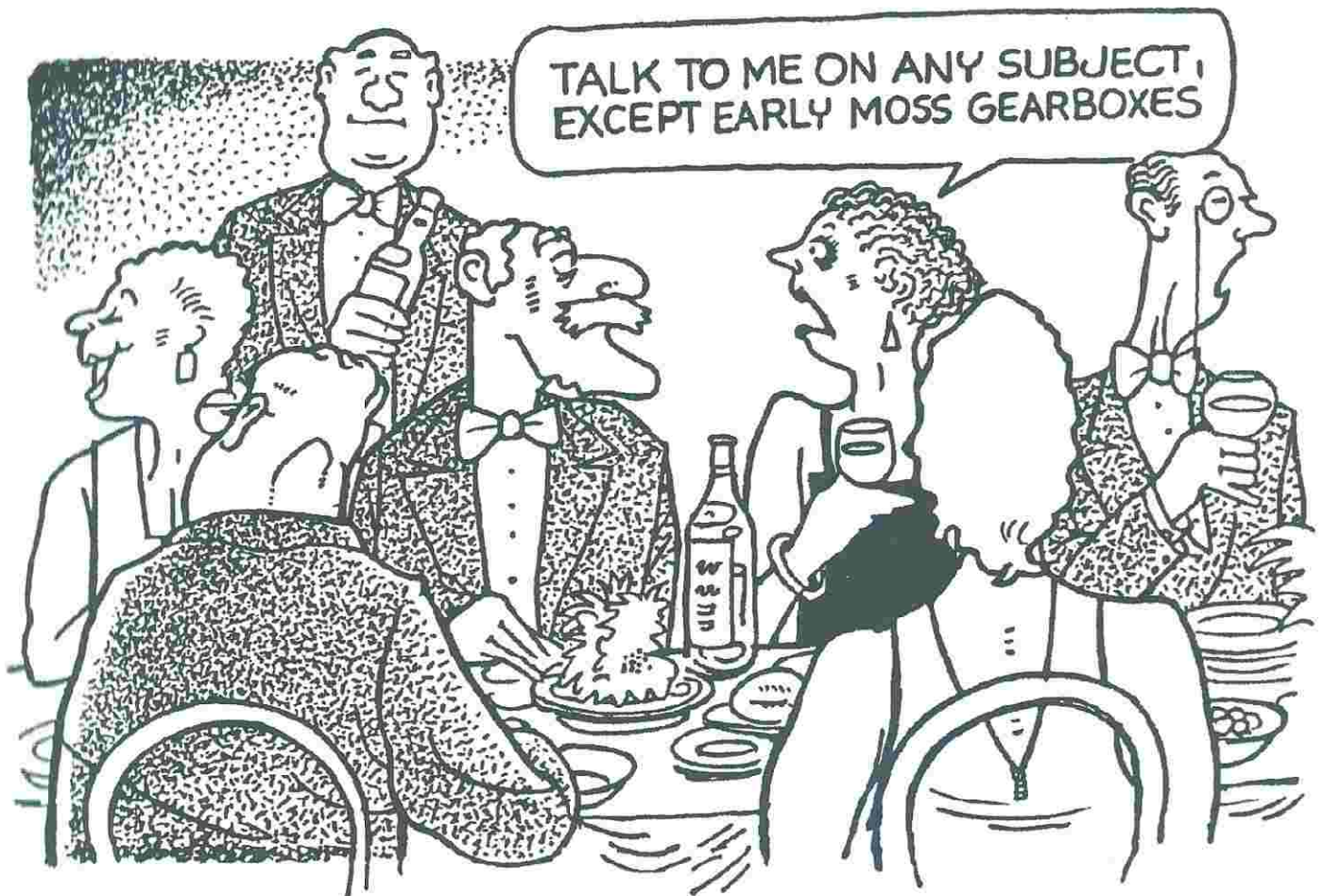
under the top cover bolts and these were hooked to a come-along. I lifted the gearbox a bit and convinced the 'box rearward with a soft hammer till it came loose enough to wedge it out with wood pieces. Actually it came out easily. I thought it was going to be much harder than it really was.

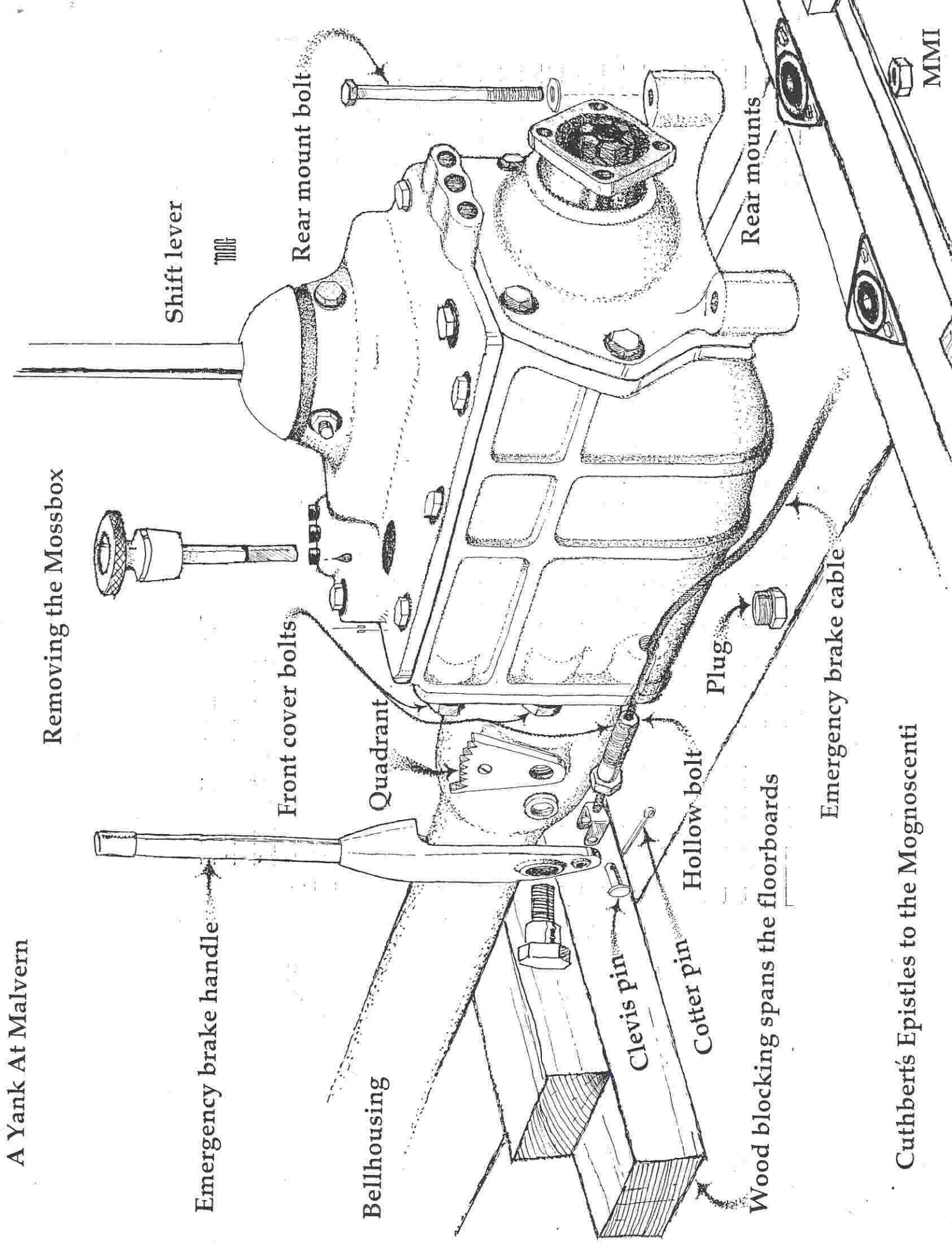
The come-along was suspended at a strong place overhead. The gearbox was cranked up to clear the car, and the car was rolled out from under so the 'box could be lowered to the shop floor.

The "Shop Manuals" always say "to replace the whatzis, simply reverse the procedure." I won't drop it on you like that. My next article will be a blow by blow description of how Cuthbert re-installed the scrumptious crunchy 'Mossbox'.

With the 'box gone I went into the cockpit and did a little of this and that. Cleaning and "wire wheeling" all the fasteners and then "painting" the threads with anti-sieze. Reaching in and cleaning the splines on the "first motion shaft" and then "painting" the splines with anti-sieze. Making a new gasket for the foreward end of the gearbox. Locating the precious pieces the 'box needs for the installation, like the special bolt that fastens the emergency brake handle and the small screw that holds the quadrant. I believe all the fasteners are British so it's better not to lose them 'cuz you ain't gonna find them at your local

Cuthbert





Membership Application Form



SEND THIS FORM AND DUES, IF PAYABLE TO:

MORGAN MOTOR CAR CLUB
P.O. BOX 50392
DALLAS, TX. 75250-0392

NOTE: Changes and additions in bold have been
made to this application/registration form.
PLEASE complete this additional information.

ANNUAL DUES \$20.00

DATE: _____

PLEASE COMPLETE ALL THE PERSONAL DATA SECTION AND ANY OTHER PORTIONS, WHICH HAVE NOT
PREVIOUSLY BEEN FURNISHED OR WHICH MAY HAVE CHANGED.

PERSONAL DATA

NAME: _____ SPOUSE: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP: _____
OCCUPATION: _____ PHONE: H _____ W _____
CELL: _____ EMAIL: _____

CAR DATA

MODEL: (+8, +4, 4/4, +4+, 3 wheeler, etc.) _____ LHD _____
BODY STYLE: (DHC, RDSTR, 4 STR, SS, etc.) _____ RHD _____
YEAR: _____ COLOR: _____ CHASSIS NO. _____
ENGINE TYPE: (TR4, FORD, FIAT, ROVER, JAP, etc.) _____ ENGINE NO. _____

GENERAL DATA

HOW LONG HAVE YOU OWNED YOUR MORGAN? _____
OTHER MMCC MEMBERS THAT YOU KNOW, IF ANY? _____
HOW DID YOU LEARN OF MMCC? _____

LIST ANY OTHER MORGAN CAR CLUB MEMBERSHIPS _____
LIST ANY OTHER NON-MORGAN CAR CLUB MEMBERSHIPS _____
FROM WHOM DID YOU ACQUIRE YOUR MORGAN? _____

(PLEASE ADVISE IF YOU WANT ANY OF THIS INFORMATION DELETED FROM ANY DIRECTORY)

**The present MMCC club newsletter, the MOG LOG, is distributed
electronically in color. Printed option in black and white sent by U.S.
Mail may become available sometime later.**